

Note 1: This AD applies to each airplane identified in the preceding applicability provision, regardless of whether it has been otherwise modified, altered, or repaired in the area subject to the requirements of this AD. For airplanes that have been modified, altered, or repaired so that the performance of the requirements of this AD is affected, the owner/operator must request approval for an alternative method of compliance in accordance with paragraph (d) of this AD. The request should include an assessment of the effect of the modification, alteration, or repair on the unsafe condition addressed by this AD; and, if the unsafe condition has not been eliminated, the request should include specific proposed actions to address it.

Compliance: Required as indicated, unless accomplished previously.

To prevent continuous aft transfer of fuel due to the fuel level sensing amplifier (FLSA) not supplying electrical power to the trim tank overflow sensor, which could result in potential loss of fuel during flight, accomplish the following:

(a) Except as provided by paragraph (b) of this AD, within 2 months after the effective date of this AD, remove the FLSA of the trim tank system, modify the polarization pin code in the electronics bay, and install a new, improved FLSA, in accordance with Airbus Service Bulletin A300-28-6055, Revision 01, dated July 24, 1998.

Note 2: Accomplishment of the actions specified in paragraph (a) of this AD, prior to the effective date of this AD, in accordance with Airbus Service Bulletin A300-28-6055 dated January 28, 1997, is considered acceptable for compliance with the applicable actions specified in this AD.

(b) For airplanes on which Airbus Service Bulletin A300-31-6051, dated June 28, 1996, is accomplished after the effective date of this AD: Concurrent with the accomplishment of Airbus Service Bulletin A300-31-6051, accomplish the actions required by paragraph (a) of this AD, in accordance with Airbus Service Bulletin A300-28-6055, Revision 01, dated July 24, 1998.

(c) As of the effective date of this AD, no person shall install a FLSA having part number 722-295-2, on any airplane.

(d) An alternative method of compliance or adjustment of the compliance time that provides an acceptable level of safety may be used if approved by the Manager, International Branch, ANM-116, FAA, Transport Airplane Directorate. Operators shall submit their requests through an appropriate FAA Principal Maintenance Inspector, who may add comments and then send it to the Manager, International Branch, ANM-116.

Note 3: Information concerning the existence of approved alternative methods of compliance with this AD, if any, may be obtained from the International Branch, ANM-116.

(e) Special flight permits may be issued in accordance with sections 21.197 and 21.199 of the Federal Aviation Regulations (14 CFR 21.197 and 21.199) to operate the airplane to a location where the requirements of this AD can be accomplished.

(f) The actions shall be done in accordance with Airbus Service Bulletin A300-28-6055, Revision 01, dated July 24, 1998. This incorporation by reference was approved by the Director of the Federal Register in accordance with 5 U.S.C. 552(a) and 1 CFR part 51. Copies may be obtained from Airbus Industrie, 1 Rond Point Maurice Bellonte, 31707 Blagnac Cedex, France. Copies may be inspected at the FAA, Transport Airplane Directorate, 1601 Lind Avenue, SW., Renton, Washington; or at the Office of the Federal Register, 800 North Capitol Street, NW., suite 700, Washington, DC.

Note 4: The subject of this AD is addressed in French airworthiness directive 98-249-252(B), dated July 1, 1998.

(g) This amendment becomes effective on March 26, 1999.

Issued in Renton, Washington, on February 9, 1999.

John J. Hickey,

Acting Manager, Transport Airplane Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-14; Amendment 39-11017; AD 99-03-03]

RIN 2120-AA64

Airworthiness Directives; Allison Engine Company Model AE 3007A and AE 3007A1/1 Turbofan Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 99-03-03 applicable to Allison Engine Company Model AE 3007A turbofan engines that was published in the **Federal Register** on January 29, 1999 (64 FR 4525). A full authority digital electronic control (FADEC) assembly part number (P/N) in the compliance section is incorrect. This document corrects that P/N. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 19, 1999.

FOR FURTHER INFORMATION CONTACT: Kyri Zaroyiannis, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-7836, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable

to Allison Engine Company Model AE 3007A and AE 3007A1/1 turbofan engines, was published in the **Federal Register** on January 29, 1999 (64 FR 4525). The following correction is needed:

§ 39.13 [Corrected]

On page 4526, in the third column, in the Compliance Section, in paragraph (c), in the sixth line, "2306867" is corrected to read "23068670".

Issued in Burlington, MA, on February 8, 1999.

David A. Downey,

Assistant Manager, Engine and Propeller Directorate, Aircraft Certification Service.

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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Part 39

[Docket No. 98-ANE-83; Amendment 39-11023; AD 99-03-09]

RIN 2120-AA64

Airworthiness Directives; Allison Engine Company, Inc. AE 2100A, AE 2100C, and AE 2100D3 Series Turboprop Engines; Correction

AGENCY: Federal Aviation Administration, DOT.

ACTION: Final rule; correction.

SUMMARY: This document makes a correction to Airworthiness Directive (AD) 99-03-09 applicable to Allison Engine Company Model AE 3007A turboprop engines that was published in the **Federal Register** on February 4, 1999 (64 FR 5592). The contact office address was omitted. This document corrects that omission. In all other respects, the original document remains the same.

EFFECTIVE DATE: February 19, 1999.

FOR FURTHER INFORMATION CONTACT: John Tallarovic, Aerospace Engineer, Chicago Aircraft Certification Office, FAA, Small Airplane Directorate, 2300 East Devon Avenue, Des Plaines, IL 60018; telephone (847) 294-8180, fax (847) 294-7834.

SUPPLEMENTARY INFORMATION: A final rule airworthiness directive applicable to Allison Engine Company Model AE 2100A, AE 2100C, and AE 2100D3 turboprop engines, was published in the **Federal Register** on February 4, 1999 (64 FR 5592). The following correction is needed: